

TPOLOGY GUIDELINES

The following typology guidelines present a general framework for streets, buildings, parking, and open spaces along 21st Street North plan area in Wichita, KS. The guidelines are directed at preserving and enhancing the essential urban design qualities that contribute to the distinctive and memorable character of what exists today, as well as supporting the vision of the future plan area.

All of the typology design guidelines contained herein are based on timeless guideline principles. These typology guidelines are not meant to be an all-inclusive compendium of detailed design guidelines. Rather, they provide a first direction for future individual implementation projects. By identifying key street, building, parking, and open space types and principles to guide immediate and long term development, this document helps translate the planning and design concepts of the overall Preferred Plan into specific implementation actions.

These typology design guidelines are laid out in five sections that correspond to the essential urban characteristics in the plan area:

- **Streets:** These guidelines explore the concepts of designing and creating streets for people, bicycles, transit, and automobile traffic. Two street categories are included:
 - Street Typologies
 - General Streetscape Guidelines
- **Commercial Buildings/Sites:** These guidelines address the characteristics that make buildings unique and memorable and that set the stage for growth and renewal. The commercial building section is broken into the following sub-categories:
 - Overall Building Guidelines
 - Historic
 - Architectural Details
 - Infill Construction
 - Massing
 - Materials
- **Industrial Buildings/Sites:** These guidelines address characteristics found in industrial areas and particularly speak to the guidelines that will set the stage for infill of flex/light industrial buildings that will support the new image for the North Central Wichita Industrial Centre. This industrial building section is broken into the following sub-categories:
 - Overall Building Guidelines
 - Historic
 - Architectural Details

- Infill Construction
- Massing
- Materials
- **Parking:** These guidelines focus on integrating parking facilities into the fabric of the commercial corridors. There are two types of parking conditions discussed:
 - Surface
 - Structured
- **Open Space:** Open space plays a vital role in the identity and character of all great cities. Two open space types are explained:
 - Parks
 - Plazas

A. STREETS

Throughout history, the pedestrian space of the street has been one of the most important places in any city. The street is a truly public space. Sidewalks are the paths that everyone travels, the spaces in which everyone comes together, where people see each other and talk to each other. Whether they arrive by bus, bicycle, or car, at some point almost everyone will be a pedestrian during their journey through the city.

As a result, the underlying assumption of the 21st Street North Revitalization Plan is that walking is essential in all sub-areas, and most, if not all streets should be pedestrian oriented.

Streets in an urban environment allow for movement, communication and creation of local identity. Streets provide for a variety of types of movement — pedestrian, bicycle, vehicular, and transit. Streets are often characterized by the uses that abut them, the size of the street, the size of the surrounding buildings, and the design of the individual street environment itself. Street lights, traffic lights, pedestrian fixtures, benches, and other pedestrian amenities need to be designed with the pedestrian in mind.

The following two components of this section include:

- Street Typologies
- General Streetscape Guidelines

Street Typologies

Different street types have been identified in the plan area. Each of these street types has different typical cross sections and amenity treatments to support the individual character of the street. The following typical street types and guidelines standards but the exact design standard will be determined during detailed design.

Residential Street

The residential street type is primarily found at the edges of the plan area along north-south streets where residential uses occur.

- Right-of-Way (R.O.W.) Width: 60ft.; two travel lanes.
- On-Street Parking: Parallel both sides of street.
- Sidewalk Width: 5 ft.
- Tree Lawn: 7-8 ft.
- Pedestrian Lighting: None.
- Street Lighting: High level lighting.
- Sidewalk Paving: Gray concrete; medium broom finish, five ft. square panels with two ft. building edge band.
- Special Amenities: None.
- Street Trees: spaced 30-35 ft. on center.



Tree lawns with regular street trees help provide shade and encourage pedestrian activity in residential areas.

Retail Street

Retail streets will vary in their cross section. The adequate clear widths for pedestrians, opportunities for outdoor cafes, enlivened ground floor windows, and maximized short-term on-street parking are desired elements of a retail street.

A key element to retail streets are active engaging storefronts. Awnings, signage and colorful window displays are highly encouraged on retail street storefronts.



A good example of a retail street with inviting storefronts, awnings, and regular street trees.

- Right-of-Way: varies.
- On-Street Parking: Parallel both sides preferred.
- Sidewalk Width: 12 ft. total, with five ft. amenity zone behind curb; 20 ft. minimum where outdoor cafes are desired.
- Pedestrian Lighting: Pedestrian level light fixtures typically 14-16 ft. high that can be embellished with banners, hanging planters and have the capability for seasonal lighting.
- Street Lighting: High level lights to provide adequate illumination. A special light that can accommodate banners should be incorporated on key streets.

- Sidewalk Paving: Special paving for the entire sidewalk width; which could include decorative colored concrete, concrete unit pavers, brick pavers or stone pavers.
- Special Amenities: Benches, trash receptacles, tree grates, movable cafe tables, kiosks and vendor facilities should be located along sidewalks. Regulations should allow for outdoor cafes.
- Street Trees: Spaced 30-40 ft. on center.



An example of how not to accommodate sidewalks and parking adjacent to retail.

Pedestrian Street (typically $\frac{1}{2}$ block or full block north/south streets extending from 21st Street)

The pedestrian street section is typically 60 foot right-of-way (ROW). Pedestrian Streets should have appropriate paving and pedestrian amenities, providing a pleasant overall environment for walking from residential areas to areas of commerce.

- Right-of-Way (R.O.W.) Width: 60 ft.
- On-Street Parking: Parallel, both sides eight ft. width.
- Sidewalk Width: 12 ft. total; with five ft. amenity zone behind curb with either street trees in the lawn or in grates depending on level of adjacent retail activity. If additional space is available; it can be used for outdoor cafes and other street art.
- Pedestrian Lighting: To match retail street.
- Street Lighting: High level lights to provide adequate illumination.
- Sidewalk Paving: Gray concrete; medium broom finish, five ft. square panels.
- Special Amenities: Potentially benches, trash receptacles and tree grates.



Tree grates and wide sidewalks are good streetscape elements for pedestrian streets that transition from retail to residential uses.

Industrial Centre Street

These streets have unique vehicular carrying capacity and turning radii needs due to semis and other trucks that frequent this street type.

- On-Street Parking: Provide parallel parking where feasible.
- Sidewalks: Provide 5 ft. sidewalks on key primary streets in the Industrial Centre.
- Pedestrian Lighting: None
- Street Lighting: High level lights to provide adequate illumination. A special light that can accommodate banners should be incorporated on key streets.
- Sidewalk Paving: Gray concrete; medium broom finish five ft. square panels.
- Special Amenities: Banners that identify the district.
- Street Trees: Place street trees where they can be located given existing building and street configurations.

Alleys

Alley drives, although narrow and primarily utilitarian in use, play an important role in place making and should be designed to provide a comfortable sense of function. Alley loaded commercial uses improve the street façade by separating service traffic from pedestrian activity and minimizing curb cuts off the public streets. Certain alleys at the core of special districts should receive special treatment to accommodate both vehicular and pedestrian activity.

- Alley drives should be well maintained
- In the appropriate areas, alleys may be used as pedestrian paths if automobile and pedestrian interaction/conflicts are addressed.
- In areas with high pedestrian activity, alleys should use special paving materials to further add to the area's character (as shown in the photo).



High quality materials in alleys encourage pedestrian activity and add to the area's character.

General Streetscape Guidelines

- Make the 21st Street North Cultural Corridor a great 'walkable experience' by creating specific designs for pedestrian and retail streets.
- Provide adequate maintenance for all street and pedestrian environments.
- Identify typical design standards for site furnishings and improvements such as benches, light fixtures, trash receptacles, etc., organized by street typology, that can be used to help portray a unified image.
- Implement specific street reconfiguration and/or traffic configuration changes to improve the pedestrian experience and environment.
- Encourage street level activities such as outdoor cafes, newspaper stands and street entertainers.

Streetscape

While beautification efforts are often directed at open spaces, sidewalks are often ignored or sacrificed for other purposes, most notably automobile traffic and a jumbled assortment of randomly placed obstacles. Sidewalk conditions are often of low priority, and pedestrian needs are rarely considered unless there is an imminent liability. Often, efforts to improve the streetscape are seen as unnecessary beautification.



Wide sidewalks can accommodate outdoor cafes.

The quality of sidewalk conditions, however, is not just a question of aesthetics. The deterioration of the pedestrian environment is also an important safety issue. Inadequate sidewalk space is an increasing hazard in core retail areas, and numerous proliferating sidewalk obstructions create ever-worsening accessibility problems.

- Give equal, if not greater, consideration to pedestrian needs relative to other needs in all future decisions about street space, both in this planning process and beyond.
- A strong presumption against reducing pedestrian space or eliminating crosswalks to accommodate automobile traffic at the expense of pedestrians should be maintained.
- Install street furniture in a minimum



A good example of wide sidewalks and bulb-outs on a neighborhood retail street.

five ft. curbside amenity zone.

- Require a minimum of 6 ft. of clear space for pedestrian through movement regardless of sidewalk width.
- Sidewalks should be widened at corners where possible to provide more pedestrian queuing space and shorter crosswalk distances.

Furnishings

Street furnishings such as seating, newspaper racks, bicycle racks, bollards, and trash receptacles are important functional elements and amenities, especially in the commercial streetscape. They should be designed to be attractive and unified within any given district.

Maintenance, safety, and comfort are primary considerations in the design and placement of street furnishings. All furnishings placed in the right-of-way should be of high quality, designed for outdoor use and require minimum maintenance.

Development of a coordinated street furnishings program that compliments the historic character of particular district should follow the guidelines below.

- In general, street furnishings should be located in the amenity zone.
- Develop specific thematic street furniture programs for the International Marketplace and East End Cultural Districts.
- Allow sidewalk vendors and sidewalk artists.
- Encourage art of all types in the public realm.
- Install pedestrian-oriented lighting along retail streets.
- Install benches and other seating opportunities along retail and pedestrian streets.



Special pavers and potted landscaping helps define area identity.



Consistent streetscape amenities contribute to the aesthetic of the area.

Street Trees

Street trees add color, shade texture and shadow to the urban environment and are highly encouraged to be planted wherever feasible.

- Develop a planting hierarchy that reflects the importance of individual streets.
- Use a consistent spacing, generally 30-40 ft., to create a continuous green canopy.
- Plant trees with a minimum 3 inch caliper to ensure long term viability.

Seating

Seating may be provided when space allows for both a clear pedestrian walking zone and separate seating areas. Seating expands opportunities for people to use the street, especially in commercial streetscapes. Seating may be provided on benches, planter walls, edges, steps, or moveable chairs.

- Seating surfaces should be 16 to 18 inches high and have a minimum depth of 16 inches for seats without backs and 14 inches for seats with backs.
- Walls, ledges and steps that are available for seating should be between 12 and 20 inches high and 16 inches wide wherever possible. Walls used for seating on both sides should be a minimum of 30 inches wide.
- Seating should be durable and comfortable. Avoid sharp edges and poorly designed or fabricated furniture. Metal is the preferred material.
- Seating design should complement the style of the surrounding architecture and other furnishings.
- Seating should be secured permanently into paved surfaces for safety and to avoid vandalism, except for moveable chairs.
- Seating should not interfere with plant materials or pedestrian circulation and should be placed for psychological comfort, providing a sense of having protection from behind and something interesting to look at such as shop fronts or other pedestrians.
- Seating adjacent to where bicycling is permitted on sidewalks or other bike paths must have a 3-foot clearance minimum from the pavement.



Seating in commercial areas attracts pedestrian activity.

Tree Grates

Tree grates are an attractive way to protect trees planted in paved areas. Other options such as modular blocks, brick pavers, flagstone, and ground covers may also be used. Tree grates are the recommended method for tree planting in paved areas.

- Open tree grates should be at least 5 ft. by 5 ft. with openings no more than ¼ inch in width. The size and shape of tree grates should relate to the paving pattern. They should be designed to allow for tree trunk growth.

- Irrigation systems within grates are required with written maintenance agreements from the property owners who abut these R.O.W's. The irrigation system should be on a zone separate from all other private landscape zones.
- If string lights are anticipated in the trees, electrical outlets should be provided in the tree grate area.

Fencing and Railings

Fencing within a commercial streetscape can be provided to enhance a neighborhood characteristic. In residential districts, for example, it helps create a definition of the front yard.

Railings may be necessary as a safety feature or as a functional support rail (leaning rail) for people to lean against. Railings and fences can help define the street space.

- Fences and railings should have an ornamental character as well as utilitarian function. Where railings or fences in a particular neighborhood or district contribute to the overall image of the area, try to use the same or similar design details to reinforce that character.
- Fences and railings must not interfere with pedestrian safety by blocking access from the street to the sidewalk.
- Place leaning rails if desired at or near bus stops, places where shoppers are picked up or dropped off and places where people are likely to stop or wait without necessarily wanting to sit. Leaning rails should be between 27 and 42 inches in height.



Ornamental fencing helps define a public space and provides a good buffer between uses.

Trash Receptacles

Trash receptacles should be easily accessible for pedestrians and trash collection. Their design should relate to other site furnishings as well as building architecture. They must be carefully placed to be unobtrusive yet effective.

- Trash receptacles should be designed in two pieces. The inner container should ensure easy trash pickup and removal and an outer shell should blend aesthetically with the other streetscape elements.



Thoughtfully placed trash receptacles help clean up an area and prevent littering.

- They should be conveniently placed near benches, bus stops, and other activity nodes, and arranged with other streetscape elements into functional compositions.
- They should not be placed directly adjacent to benches.

Bollards

Bollards are generally used to create a low barrier that separates auto and pedestrian traffic, highlights and protects a special feature, emphasizes the historical character of the area, or directs circulation patterns.

- Select a bollard design that is architecturally and aesthetically appropriate to the area and other streetscape elements. Bollards can be used to provide low-level lighting to pedestrian paths.
- Bollards should be between 28 and 42 inches high.
- Bollards should be set 2½ ft. minimum from curb face.
- Bollards may be chained or cabled together if provided with attachments as an integral part of the design.
- Consider utilizing removable bollards where service or emergency vehicles need periodic access.

Planting Pots and Planters

Planting pots provide added dimension and color to streetscape planting. They also direct pedestrian traffic, create focal points, and provide pedestrian resting areas.

- Large pots are preferred instead of fixed planter boxes because of conflicts with vehicles and maintenance.
- Planting pots should be planted with annual flowers or with ground covers.
- Pots should occupy a surface area of at least four square ft. and should not block other elements such as streets, signs, meters or streetlights.
- Planters that are to be used for seating should be between 12 and 20 inches in height with a rim of at least eight inches in width. Plant materials should not interfere with the seating.



Planter boxes can be creatively incorporate into site furnishings that provide site seating.

Newspaper Racks and Enclosures

Appropriately designed newspaper racks and enclosures should serve the public without compromising pedestrian circulation and the appearance of the street.

- Cluster newspaper racks together whenever possible. Screening should also be considered to minimize views of the racks from the street. Provide a standard rack screening enclosure that organizes racks in a single location when more than two racks are placed on each block face. The design of these enclosures should be consistent with the decorative railing used to control pedestrian movements. Arrange racks with other elements within the amenity zone.
- Racks should be painted a neutral background color so that they do not stand out.
- Racks should be placed 2½ ft. from the edge of the curb making sure that there is adequate width on the sidewalk between racks and adjacent buildings. If possible, place racks against the building wall and leave the rest of the sidewalk clear for pedestrians.
- Racks should be placed as close as possible to pedestrian activity nodes.
- Racks should not be located where they will obstruct the view of drivers at intersections or block views of business displays or signs.



Newspaper racks should match the color scheme and character of other site furnishings.

Bicycle Racks

Bicycle racks should be provided within commercial streetscapes to encourage bicycle use.

- Avoid placing bicycle racks in areas where they may endanger the safety of pedestrians or cyclists.
- Select racks that are permanently mounted structures, designed in a simple style, and easy to use. The rack must allow both the frame and at least one wheel to be locked.
- Place bicycle racks where they are near entrances or gathering places. Avoid placement that creates a tripping hazard. If possible, place the racks where the parked bicycles will be visible from inside the adjacent building. Ideally, bicycle parking should be more convenient than automobile parking.



A good example of a bike rack near retail activities.

Kiosks

Kiosks are intended to serve as informational points, to direct pedestrian traffic and to organize the function of outdoor spaces. They should be used sparingly and only when needed to impart community information.

- Kiosks should be carefully positioned in conjunction with other elements of street furniture such as benches, lighting, and landscaping. They should be focal points in open areas, and may be combined with other elements like business directories, telephones, mailboxes and newspaper racks. The design should be compatible with and complementary to the surrounding architecture and other furnishings.
- Kiosk design and type should facilitate the posting of notices and their removal and cleaning.
- Kiosks should be easily accessible from all sides and adequately illuminated.
- Typically kiosks should be designed so they are not a maintenance liability. New manufacturer's programs that employ controlled advertising space in compensation for maintenance of these structures should be considered.



Well maintained and strategically placed kiosks area great for advertising business and neighborhood activities.

Parking Meters

The location of parking stalls and meters should be coordinated to minimize clutter. Meters should be aligned with other furnishings where possible. Alternative paint colors and base covers for meter poles can improve the appearance of standard meters. They should be located 18 inches behind the curb, 22 ft. on center, one per double stall.

Bus Shelters

Standard bus shelters should be placed where there is a clear need. There should be communication with WTA to identify a specific shelter design that can be incorporated into the plan area that also provides for advertising.



A good example of how advertisements can be displayed on an aesthetic bus shelter.

Signage and Wayfinding

A coordinated, clear, and exciting graphics/ signage system for pedestrians and those traveling by vehicle is essential for creating the pedestrian-friendly, distinctive environment that this Plan seeks. A comprehensive signage and wayfinding system should be developed that builds upon the character of the existing information signs. Signs should include maps that identify destinations, food, shopping, transit routes, public parking locations, and one-way streets.

Entry Monuments

Distinct, identifiable districts or neighborhoods may desire to have monuments placed at key points of entry or at the center of the district. Entry monuments can be a source of pride for residents, merchants and patrons as well as give identity to the neighborhood or district. Locations for entry monumentation identified as part of this Plan include:

- Industrial Gateway at I-135 & 29th Street interchange.
- Regional gateway at I-135 & 21st Street intersection.
- Gateways to the East End Cultural District at Hillside and Minneapolis.
- Gateway to the International Marketplace District at:
 - Broadway & 21st Street North
 - Waco & 21st Street North
 - 17th & Broadway
- Gateway to the Asian Marketplace at Somerset & 21st Street North
- Local Gateways to the North Central Wichita Industrial Centre at:
 - Broadway & 29th Street North
 - Broadway & 25th Street North
 - Broadway & 17th Street North



Gateway elements announce arrival and create identity.

Entry monuments should only occur where a distinguishable entry along a street already occurs. In some neighborhoods clear points of entry may be difficult to find. Yet identity monuments at key locations may be appropriate to help create a sense of place and to reinforce the district identity. Monuments should reinforce the character of the district.

- Entry monuments should be integrated into a total design of typical streetscape elements such as trees, ornamental lighting, paving patterns, median planting, walks and buildings.

- The scale, character, shape, materials and location of entry monuments must be planned and consistent for an entire district. This does not mean that all entries should have monuments. If too many are placed or if they occur in inappropriate locations, the strength of the entry will be diminished. Ad-hoc placement and design of entry monuments is not acceptable.
- Provisions must be made for monument maintenance. The most effective way to address monument maintenance is to have a BID or CID committed to their upkeep. Their design should be as durable and maintenance-free as possible.
- Appropriate scale and proportions are critical to the sense of arrival and entry. Monuments must be effective at the pedestrian and vehicular scale. A range of scales will also create a sense of movement at the point of entry.

- Monument design should embody elements of form and detail that represent and identify the neighborhood. The monument should make reference to the character of the shared vision of the district it serves.



Entry monument design should be incorporated into the overall streetscape design of the area in which they are placed.

- Scale and proportion are critical to the design of the gateway. The scale of the markers should relate to street width and the size of buildings nearby and must be effective at the pedestrian and vehicular scale, meaning they must be attractive and interesting from the street and sidewalk.
- Entry markers must not interfere with driver sight lines at corners.
- Some districts may have a primary gateway and secondary points of entry. A hierarchy of gateways should be developed if secondary entries are to receive markers.

Walls and Screens

Walls and screens may be included in a streetscape to direct or screen a view or to provide changes of grade. The height and material selected should relate to building architecture and the character of the district. Walls and screens can be important in creating a continuous sidewalk edge that unifies the street space or screens an undesirable view like a parking lot.

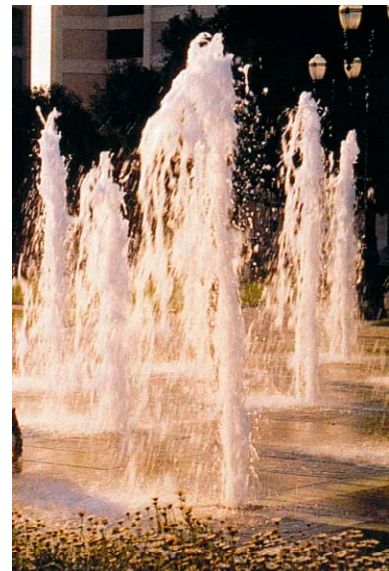


Screening walls aesthetically screen undesirable uses or views that detract from the areas character.

Fountains

A fountain provides moving water that makes noise and cools, increases comfort and beauty in a space. Fountains can also be used to define space or provide an interesting focal point.

- The rim around the fountain or pool should be between 12 and 20 inches in height and 16 inches in width if used for seating.
- Fountain design should respond to wind direction, building location, pedestrian circulation, potential ice build-up in winter and the appearance of the fountain and its basin when not operating.
- Fountains should include a recirculating pump for conservation purposes.
- Maintenance is crucial to the success of all fountains. The owner or improvement District should be committed to maintenance prior to beginning design.



Good examples of a fountain incorporated into the public realm.

Utility Boxes, Meters and Manholes

Coordinate the location of all proposed utility boxes and meters, including irrigation controls, with the proposed locations of site furnishings, trees, signs, and lighting. Boxes and meters should be located 2-1/2 ft. from the curb face and should not interfere with pedestrian movement.

There are several kinds of utility cabinets that may need to be accommodated, including cabinets for electric meters, water meters, water/irrigation controllers, traffic signal switching equipment, and local utility company switching gear and transformers.

- Utilities should not be located under walkways (at least not in the amenity zone) where they might interfere with or preclude street trees.
- Traffic signal switching gear cabinets are of a standard design. They must be located near the signals they control with care not to block pedestrian access at the street corner.
- Electric meters, water meters and irrigation controllers can be handled individually or consolidated into one cabinet. Utility transformer vaults and switch cabinets are larger and should be located as inconspicuously as possible.
- Any cabinet design must provide access to the cabinet, room to swing the doors open and space to get the necessary equipment on position for service. Check with the appropriate utility company for specific access requirements.

B. COMMERCIAL BUILDINGS / SITES

There are several overall guidelines that apply to all the sub-categories of building types. They are as follows:

Overall Building Guidelines

- Elements of the social and cultural history of Wichita should be preserved wherever possible.
- New development projects should be designed to preserve and enhance historic and cultural resources within the context of new uses and buildings.
- All projects should explore opportunities to integrate local historical and cultural identities through architectural elements, public art, and/or uses.
- The plan area is defined by its moderately scaled street grid and relatively narrow street rights-of-way. This historic street grid pattern reflects the smaller grid and blocks typically found in older cities and makes the area quite walkable and accessible. New buildings and developments should respect and reinforce this historic street grid and block system.
- Multiple block developments that require the closing of streets should be highly discouraged.

- Where buildings meet the street the design should clearly reflect high quality materials and detail. First and second story features such as awnings, canopies, window boxes, arcades or trellis features that add pedestrian scale and unusual interest are highly encouraged.
- To enhance the quality of the street, all new developments and renovated buildings should include active frontages at the ground level that interact with the street. Active frontages include retail, lobbies, entries, and maximized windows at the street level. Blank, opaque barrier-like facades must be avoided.
- New development should preserve and enhance landmarks such the NoMar Theater.

- New development and renovation of existing buildings should be true to their architectural style. Historic buildings should be restored to their original facades, removing interim cladding that is non-contextual. New buildings must compliment the surrounding context through appropriate proportions and attention to scale and detail using modern construction techniques.



A good example of retail buildings that have active store frontages and recessed entries.

- Buildings or other structures should not obstruct the major visual gateways or prominent views into a special area.
- To encourage building variety and a wide mix of uses, there should be minimal restrictions on land uses either vertically or horizontally in the plan area. The exceptions are heavy industry or adult oriented businesses, which should be strongly discouraged in the east and west sub-areas' commercial corridors, as well as noted special opportunity areas and flex/lights industrial lands identified the central sub area.
- Focus 21st St. North retail buildings and sites uses on existing strengths and concentrations: A new image for an aging industrial park, the West 21st Street cultural corridor, and the East End Cultural District.
- Building placement options:

Buildings pulled back, parking in front

This alternative caters more towards the automobile than the pedestrian. This development pattern is reflective of suburbs where there is a significant setback from the street and continuous paving in front.

- Extremely visible parking
- Automobile oriented environment
- Reduced Pedestrian Activity
- Landscape Requirements to screen parking

- Access to parking from alley curb cuts and curb cuts within side streets

Buildings built to ROW, parking in back

The expression of “streetwall,” typically in an urban environment, refers to the composition of several building facades viewed together. This development pattern reflects the traditional patterns found in other neighborhood commercial districts in Wichita and in the International Marketplace District (similar to what is seen generally between Broadway and Wellington). This configuration includes:

- An enclosed public realm—buildings frame the street and create an inviting pedestrian environment (public realm).
- Visual interest from the street
- Business sign visibility from street and sidewalk
- Creates a well defined sense of neighborhood or district
- Fewer curb cuts to maintain sidewalk consistency
- Pedestrian connections or ‘paseos’ that provide access from parking to the sidewalk, street and storefronts (as seen in the adjacent photo).



A good example of a retail lined street with parking in the rear.

Parking framed by buildings

This alternative combines the two previous typologies. Buildings are configured to frame the corners, therefore supporting the streetwall concept, while having parking visibility from the Street. The buildings would be constructed at or very near the right-of-way and parking would be centrally located. Buildings in this configuration can incorporate special building elements and architectural expressions such as towers and special entries at key locations (specifically at the Broadway/21st St. intersection to define arrival at the International Marketplace district). This configuration would include:

- Visible parking from the streets
- Shared parking lot configurations, which minimizes curb cuts on 21st St. North.
- Buildings frame the corners as well as perpendicular streets
- Possibilities for landmark architectural treatments at the corners



Corner landmark elements add to the visual interest from the street.

- Parking accessed via one curb-cut from the primary street to the parking lot, with additional access from side streets or alleys.

Historic Buildings

Components to the plan area are noteworthy for the quality of their historic buildings. The scale and character of these historic buildings, particularly in the west sub area, evokes an era of bustling neighborhood retail activity. The plan area is also rich with history and suggestive of historical times in Wichita. This connection to the history of the region is an important touchstone for the revitalization of 21st Street North, and every care should be taken to preserve historical elements within the context of the overall revitalization effort.

Special care must be given to appropriate reuse and renovation, as well as to making the difficult demolition decisions that are necessary for both the short term and long term success of the area. Key historic buildings should be evaluated for adaptive renovation based on design quality, location, district character, and reuse potential.

Guidelines recommended for historic buildings as part of this Plan are as follows:

- Buildings that identified as historical landmarks and are deemed essential to the overall character of the Plan. These buildings should be preserved with appropriate renovations.
- Preservation and renovation uses include retail, residential, and office. Active street frontages should be mandatory.
- Promote art installations in all empty windows/storefronts.
- No building should be removed for surface parking without detailed evaluation as to the overall cost /benefit to the long term sustainability of a district.

Architectural Details (primarily west sub area)

Changes and improvements in the 21st Street North area should be designed so as to maintain and enhance the unique character and architectural quality of the existing buildings.

- Where feasible, retain and repair original building elements. Use high quality detailing for new and replacement elements.
- When original elements have been removed and are unknown, replacements should be visually compatible with the rest of the facade, and/or with the rhythm, proportion, and scale of nearby historic buildings.
- Remove alterations whose design and/or materials are not consistent with the overall character of the building.
- Uncover original openings where feasible, and do not block up existing openings.

- Retain original storefront elements, or elements which have gained significance in their own right, such as entries, doors, windows, frames, and hardware. Repair rather than replace these features wherever feasible.
- New storefronts and alterations should be compatible with the historic character of the facade in terms of colors, materials, and details. Highlight architectural features with building lighting.
- Include architectural features such as awnings, canopies, and recessed entries that can protect pedestrians from inclement weather.
- New openings should be in proportion to existing openings and facade elements on the building.
- Encourage a wide variety of visually interesting signage including projecting banners, neon, and lighted signage. Such signage should be of similar color, size, and placement to create a cohesive neighborhood character.



A good example of neighborhood retail that incorporates ornamental lighting, banners, and consistent store signage.

Infill Construction

New buildings within the fabric of the plan area are necessary to meet contemporary space needs, introduce new uses, and create an environment in which Wichita can move forward and thrive. It is important, though, that new buildings be designed with care, with respect for the existing fabric, and with an eye towards the creation of a wonderful public environment for pedestrians.

The most attractive older districts in Wichita are characterized by strong streetwalls with buildings at the property line and little or no space between buildings. These streetwalls provide interest and a variety of facade design. They clearly define the public space of the street and sidewalk as well as concentrate and reinforce pedestrian activity.

New buildings should explore various building placement configurations, including buildings with a zero foot front setback at the ground floor as discussed in the overall building guidelines.

- A minimum of 75% of the ground floor frontage facing a public street of buildings should be transparent retail and entryways.
- Infill construction should reflect existing historic patterns and corner entries are encouraged where appropriate.

- At the ground level, the design and scale of building facades and sidewalks should enhance the pedestrian experience by being visually interesting, active, and comfortable.
- At the street level buildings should create pedestrian scale and interest by minimizing the use of blank walls and incorporating architectural and landscape features of interest and utility.
- For residential buildings, variety at the street level to enhance pedestrian scale can be achieved through the use of design features, such as frequent entries, stairs, stoops, porches, bay windows, rusticated materials, and landscaping.

Massing

General standards are needed to create vertical stepbacks and to ensure sunlight access to public open spaces and visual interest in the building.

- Acknowledge the scale of adjacent historic structures. New neighborhood retail buildings should reflect the mass of the building with an identifiable base, middle, and top, separated by cornices, string courses, and other articulating features.
- Building footprints should be mutually perpendicular (orthogonal) and correspond to the orientation of the predominant street grid.

Materials

Use high quality, durable materials which enhance the building and convey a sense of permanence.

- A selection of architectural details, such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms,



A good example of how to treat ground floor retail facing a street.



Variation in building entrances add variety to the street wall and allow for outdoor cafes or vendor activities.

parapets, cornice treatments, window reveals and forms, color, and location of garage and building entries, as appropriate to each site and building use, can create shadows and add to the character of the building.

- Materials should be compatible with those used elsewhere in the district. Stucco and brick are common in the west sub-area and create a defining quality of building tone and color that should be respected.
- Building details and ornamentation with human-scale proportions contribute to the architectural character and should be integral to the design of the facade.
- Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Building facades should provide variation of building massing corresponding to architectural or structural bay dimensions. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.
- Required scaling elements should be integral with the building form and construction, not a thinly applied facade.
- Architectural detail may relate to but not necessarily mimic traditional building details to establish a human-scale vocabulary. Detail patterns may also relate to the inherent formal qualities of architectural structural systems.
- Variation in building massing and detail should relate to the scale and function of pedestrian oriented uses along the street.
- A minimum of 75% of the ground floor facade shall be constructed of transparent materials, or otherwise designed to allow pedestrians to view activities inside the building or displays related to those activities.
- Between 25% and 60% of the second floor facade and above shall be transparent glazing.
- Areas of the building that are functionally restricted from providing vision glass may be exempted provided other architectural scaling techniques are employed.



Building alterations, materials, and colors should embrace and reinforce the character of the area.



A good example of how to incorporate vertical architectural elements to break up the consistent building façade.

- No highly reflective glazing shall be permitted within the lower 80% of the building facade. No first surface reflective coating is permitted.
- Upper floors may utilize opaque glass to meet maximum glazing requirements. Where transparent glazing is not feasible, opaque glazing shall not exceed 15% of the facade area of any building facade adjoining a public street or open space.

C. INDUSTRIAL BUILDINGS / SITES

Buildings in the central sub-area have a distinct character very different from what exists and what would occur in the future in both to the west and east sub-areas. The central sub-area will continue to have existing and future heavy industrial uses, however infusion of flex/light industrial uses will have a visible effect on the landscape through higher standards of site and architectural design.

Heavy Industry

Structures

Many structures associated with heavy industrial uses are large warehouse facilities, grain elevators, or minor out buildings.



- Providing adequate maintenance of grain elevators is critical to the image of the area. They should be kept painted either white or a light cool grey color to provide consistence and support the image of the North Central Wichita Industrial Centre.
- Warehouse type buildings / 'butler' sheds and like structures should be well maintained.
- Vacant or abandoned structures that are in major disrepair should be torn down.

Site Design and Landscaping


- Low fencing or walls and landscaping at the front yard of the property shall be provided to screen any parking that is between the building and the street, as well as to screen side building loading bays. If outdoor storage areas are visible from the street, tall fencing should be provided around the perimeter of the site.
- If tall fencing is required to screen activities, the fencing should be placed a minimum of five feet back from the property line to allow for a landscape border between the sidewalk and the fence.
- Balance the use of irrigated turf for 'high image' areas with native, low maintenance and water use materials at the site.
- A landscape buffer should be provided on all sides of the site between parking areas and property lines.
- Tall fencing should be utilized to screen any outdoor storage.
- No barbed wire or wood fencing should be utilized. Coated metal fencing is preferred.

New Flex/ Light Industrial Construction

Building Design

- Loading docks are not permitted facing the street. They should be provided at the rear of the property, or on a side if site conditions preclude rear loading.
 - All sides of the building shall include materials and design elements consistent with those on the front façade. One-sided architecture should be discouraged.
 - Screen all rooftop mechanical equipment.
 - Maximize fenestration on facades facing a street.
 - Large single massings should be avoided
 - Massing should be articulated both horizontally and vertically
 - Primary building entrance should be facing the street and should incorporate additional articulation and detail to call out the entry.
- 
- An example of a flex/light industrial building.*
- 
- Loading zones should be screened from the street and should be accessed from the rear.*

Materials

- Building materials shall be selected to provide a variety of textures per building façade.
 - Exterior materials shall be chosen for their suitability, durability and visual continuity.
 - Building materials should not create excessive glare. Metal should be painted and low-e, clear glass should be utilized.
 - Preferred materials include:
 - Textural concrete block, integral color
 - Brick
 - Textured architectural precast panels
- 
- A combination of various building materials adds to the building's character.*

- Site case concrete panels
- Wood
- Natural stone and synthetic stone products
- Metal accent elements only
- No solely EIFS or stucco board system buildings should be allowed.
- Prohibited materials should include:
 - Full ceramic tile walls
 - Highly reflective wall treatments
 - Use of reflective glazing
 - Unadorned metal panels
- Predominant exterior building colors should include:
 - Warm greys
 - Browns/reddish browns
 - Grayish/blues/grayish purples
 - Olive/forest greens



A good illustration of parking accommodated near the building.

Site Design and Landscaping

Building placement

- Buildings should be placed to allow a maximum of one parking bay (two rows of parking) between the front of the building and the street.
- The building should be as close to the street as feasible; most parking should be provided at the rear of the property.

Landscaping and screening

- Low fencing or walls and landscaping at the front yard of the property shall be provided to screen any parking that is between the building and the street, as well as to screen side building loading bays.
- Balance the use of irrigated turf for 'high image' areas with native, low maintenance and water use materials at the site.
- A landscape buffer should be provided on all sides of the site between parking areas and property lines.



Screening/retaining walls and landscape buffers are functional and attractive elements in the landscape.

- Tall fencing should be utilized to screen any outdoor storage.
- No barbed wire or wood fencing should be utilized. Coated metal fencing is preferred.

D. PARKING

These guidelines address two types of existing and potential future parking conditions within the plan area: surface parking and structured parking.

Surface Parking (primary type)

Surface parking lots shall conform to the following design guidelines:

- All surface parking lots shall be screened by a combination of a decorative railing/wall and landscaping around the entire perimeter that abuts a public right-of-way. The height of the decorative railing or wall shall not be less than 3 feet or more than 6 feet. Landscaping should consist primarily of evergreen hedge material along 75% of the perimeter augmented with ornamental or deciduous trees at 30 to 35 feet on center along the perimeter. The paving surface shall be set back a minimum of 5 feet from the property line to allow for this screening buffer.
- Entry and exit points to surface lots shall be laid out in a logical pattern relative to the existing street network, traffic flows and volumes. These entrance and exit points should occur at a mid-block/parcel location. The quantity of entrance and exit points should typically be limited based on its location within the block.
- Surface lots shall conform to all traffic safety standards established by the City of Wichita.
- The demolition of existing buildings for the creation of surface parking lots is highly discouraged.
- Parking lots should be landscaped internally.



A good example of parking screened from the street with attractive landscaping in the amenity zone within the ROW.



An example of how not to accommodate off-street parking.



A good example of a parking lot that is bordered by 2-story buildings and that is internally landscaped.

- It is encouraged that lots be bordered by two-story, vertical mixed-use buildings.

Structured Parking (potential for in the future if development pressures and densities warrant)

The intent of these guidelines is to minimize the visual impact of parking structures on the adjacent developments and the pedestrian environments, and to minimize the impact of vehicle noise and headlights from within parking structures on adjacent streets.

- Parking structures shall be designed to conceal the view of all parked cars and internal light sources from adjacent public rights-of-way or public open space for the full height of the structure.
- Parking structures shall conform to infill building standards and guidelines pertaining to architectural scaling elements and building materials.
- Ground floor commercial or retail use of parking structures shall be required on retail streets.
- Parking structures should utilize materials and architectural detail found in the district.
- Parking structures with exposed street frontage in otherwise primarily residential blocks should set back the parking structure facade at least eight feet to accommodate greater landscape screening.



Creative architectural elements help reduce the visual impact of above ground parking structures.

E. OPEN SPACE

Open space typologies are classified into two types as follows.

Parks



Neighborhood parks should accommodate active and passive uses.

- Parks are open space areas that are predominately soft surfaced. This typically includes a minimum ratio of 30% hard surface to 70% soft surface. Parks can be of an active or passive nature. The following guidelines apply to parks:
- Each residential district shall have a minimum of one active park totaling at least two to three acres in size. This park should be centrally located to the residential use.
- Park open spaces should be visually accessible from the streets for safety reasons.
- Parks should have adequate on and off street parking adjacent to the park, and provide for adequate handicap parking.
- All walks and trails that connect to active venues or indoor amenities should be accessible and easily accessed from parking areas.

Plazas

- Plazas are typically defined by a greater percentage of hardscape. This typically includes a minimum ratio of 70% hard surface to 30% soft surface. The following guidelines apply to plazas:
- Plazas developed in conjunction with new developments should be publicly accessible and inviting.
- Plazas should have direct access from public streets. They should be open to the street and have multiple access points.
- Plazas should not be raised or lowered more than 4' from the grade of the sidewalk.
- A variety of seating options should be included in the design with a minimum of 25 linear feet of seating for every 1000 square feet of open space.



Plazas framed by buildings create an enclosed space and opportunity for pedestrian socializing.



Plazas provide spaces for outdoor, public events and vendor activities.

- Food kiosks, outdoor market carts and moveable chairs should be included in the design of the plaza.
- Plazas should be designed to maximize sunlight exposure. Plazas on the north side of buildings are discouraged.